

## **BPAC Members**

In order to conduct our meetings correctly, there must be a physical quorum present at the in-person meetings, in order to vote in allowance for those members to participate via Zoom.

The in-person meeting will be held at 8:30 at **310 Court Street, 1<sup>st</sup> Floor Conference Room, Clearwater**. Please note that Maria Kelly ([mkelly@forwardpinellas.org](mailto:mkelly@forwardpinellas.org)) will need confirmation from those of you who will be attending in person, so that a quorum can be confirmed. If you confirm and cannot make it, please reach out to her so that a back-up can be found. Without a quorum, we cannot vote in the Zoom attendees.

If you will be attending by Zoom, here is the Zoom meeting information:

Topic: Bicycle Pedestrian Advisory Committee Meeting 8:30 – 10:30 am  
Time: November 15, 2021 Eastern Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/81178774440?pwd=bjJaeTZISVo1UnZHYU93R1c1SHBqQT09>

**Meeting ID: 811 7877 4440**

**Passcode: 074888**

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**BICYCLE PEDESTRIAN ADVISORY  
COMMITTEE (BPAC) MEETING AGENDA  
NOVEMBER 15, 2021 – 8:30 a.m.  
310 Court Street, 1<sup>st</sup> Floor Conf. Room  
Clearwater, FL 33756**

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

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**FACE MASKS ARE ENCOURAGED, BUT ARE NOT REQUIRED**

1. **CALL TO ORDER AND INTRODUCTIONS** (8:30 – 8:35)
2. **PUBLIC COMMENTS** – *Please limit comments to 3 minutes* (8:35 – 8:40)
3. **APPROVAL OF MINUTES – OCTOBER 18, 2021** (8:40 – 8:45)
4. **FORWARD PINELLAS EXECUTIVE SUMMARY** (8:45 – 8:50)
5. **PINELLAS TRAIL SPEED STUDY DRAFT** (8:50-9:10)
6. **COMPLETE STREETS APPLICATIONS** (9:10 – 9:30)
7. **TRANSPORTATION ALTERNATIVES APPLICATIONS** (9:30 – 9:50)
8. **FLORIDA BICYCLE ASSOCIATION BIKE SAFETY QUIZ** (9:50 – 10:00)
9. **SPOTlight EMPHASIS AREAS UPDATE** (10:00 – 10:10)
  - A Vision for U.S. Highway 19 Corridor
  - Gateway Area Master Plan
  - Enhancing Beach Community Access
10. **BPAC BUSINESS** (10:10 – 10:20)
  - A. Cancellation of the December Meeting
  - B. Election of 2021 BPAC Officers
  - C. Florida Bicycle Association (FBA)
  - D. Friends of the Pinellas Trail
11. **AGENCY REPORTS** (10:20 – 10:25)
12. **OTHER BUSINESS** (10:25 – 10:30)
  - A. Membership
  - B. 2022 Meeting Calendars
  - C. Correspondence, Publications, Articles of Interest
  - D. Suggestions for Future Agenda Topics
13. **ADJOURNMENT** (10:30)

**NEXT BPAC MEETING – JANUARY 24, 2022**

*Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Office of Human Rights, 400 South Fort Harrison Avenue, Suite 300, Clearwater, Florida 33756; [(727) 464-4062 (V/TDD)] at least three days prior to the meeting.*

*Appeals: Certain public meetings result in actions taken by the public board, commission or agency that may be appealed; in such case persons are advised that, if they decide to appeal any decision made at a public meeting/hearing, they will need a record of the proceedings, and, for such purposes, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.*

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**3. Approval of the Minutes**

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**SUMMARY**

The meeting summary for the October 18, 2021 meeting is attached for review and approval.

**ATTACHMENT(S):** BPAC Meeting Summary – October 18, 2021

**ACTION:** Approval of the Meeting Summary

**FORWARD PINELLAS  
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING SUMMARY  
OCTOBER 18, 2021**

The following is a summary of the Forward Pinellas Bicycle Pedestrian Advisory Committee (BPAC) held on October 18, 2021 at 310 Court Street, 1<sup>st</sup> Floor Conference Room, Clearwater, FL.

**BPAC Members Present**

Brian Smith, Chairman	At Large Citizen Representative
Becky Afonso, Vice Chair	North County Citizen Representative, Oldsmar
Daniel Alejandro	Largo Citizen Representative
Megan Basnett	St. Petersburg Representative
Julie Bond - Zoom	CUTR
Joseph Camera	Pinellas County Schools
Kimberly Cooper	St. Petersburg Citizen Representative
Lucas Cruse	St. Petersburg Bicycle Pedestrian Coordinator
Scott Daniels	Friends of the Pinellas Trail
Lyle Fowler - Zoom	PC Parks & Conservation Resources (PCR)
Diane Friel - Zoom	City of Largo
Edward Hawkes - Zoom	At Large Citizen Representative
Russ Hilton	Dunedin Representative
Alan Johnson – Zoom	South Beaches Citizen Representative
Paul Kurtz - Zoom	At Large Citizen Representative
Gloria Lepik-Corrigan - Zoom	Clearwater Representative
Caroline Lanford - Zoom	Pinellas County Planning Department
Steve Moriarty - Zoom	At Large Citizen Representative
Ron Rasmussen	Pinellas Park Citizen Representative
Derek Reeves	City of Pinellas Park
Joan Rice	Pinellas County Public Works Traffic
Annette Sala – Phone	At Large Citizen Representative
Jim Wedlake	Seminole Citizen Representative

**BPAC Members Absent**

Lisa Charest	St. Petersburg Citizen Representative
Deputy Eric Gibson	Pinellas County Sheriff's Office
Charlie Johnson	St. Petersburg Citizen Representative
Jacob Labutka – Zoom	PSTA
Lauren Matzke – Zoom	City of Clearwater
Bert Valery	North Beaches Citizen Representative

**Others Present**

Jensen Hackett - Zoom	FDOT
Emmeth Duran - Zoom	FDOT
Brent Hall - Zoom	Pinellas County Public Works
Erin Lawson - Zoom	Pinellas County Public Works
Carolyn Holland - Zoom	Citizen Guest
John Austin – Zoom	Guest
Neil Wicks	Dunedin Resident Guest
Jeannette Blanco – Zoom	Guest
Tony Fabrizio – Zoom	Guest

Dr. Smooth - Zoom  
Zoom User – Zoom  
Cathy - Zoom  
George Hodgson - Zoom  
Paul Zagami - Zoom  
Patty Gray - Zoom  
Stephanie J – Zoom  
Jeff Gow  
Gina Harvey – Zoom  
Jared Austin – Zoom  
Rob Feigel – Zoom  
Angela Ryan  
Maria Kelly

Guest  
Guest  
Tampa Bay Cycling Group  
Tampa Bay Cycling Group  
Indian Rocks Beach Guest  
Guest  
Guest  
Dunedin Commissioner  
Pinellas County Public Works Traffic  
Forward Pinellas Staff  
Forward Pinellas Staff  
Forward Pinellas Staff  
Forward Pinellas Staff

### **1. CALL TO ORDER**

Chairman Brian Smith called the meeting to order at 8:30 a.m. and the attendees in the room introduced themselves. At this time, Chair Smith read a statement asking committee members present to make a motion to allow members participating by Zoom (all names identified above) to participate and vote due to extenuating circumstances not allowing some committee members to attend in person. A motion was made by Lucas Cruse that due to COVID-19; extenuating circumstances exist that prevent members to join in person; therefore, they would be allowed to participate and vote by phone since a quorum is represented in person. The motion was seconded by Kim Cooper and passed with a unanimous vote.

### **2. PUBLIC COMMENTS**

Committee member Kimberly Cooper thanked Gloria Lepik-Carrigan for sharing information about Access PSTA's program. Specifically, Ms. Cooper utilizes her professional position to share transportation information to patients who have difficulty finding transportation to various doctors' appointments due to disabilities and/or financial instabilities.

### **3. APPROVAL OF MINUTES**

The summary from the September 20, 2021 meeting was approved with no corrections.

### **4. FORWARD PINELLAS ACTIONS**

Ms. Angela Ryan, Forward Pinellas Active Transportation Planner, reviewed the highlights of the Forward Pinellas Board meeting for October 13, 2021 as follows. First, she provided a reminder regarding the Gulf Coast Safe Streets Summit registration. She explained that Forward Pinellas recommended Vision Zero Hero awards to Veatrice Farrell with Deuces Live and Heather Richardson with the Safety Harbor Art Music Center, for their roadway safety conscious efforts. Second, the Board received a presentation on the Target Employment Industrial Land Study (TEILS), which will now become a SPOTLight Item for future meeting agendas. Third, Mr. Dave Sobush, Tampa Bay Partnership, gave a presentation in regard to transit and jobs access throughout the entire Tampa Bay region. Fourth, the Florida Department of Transportation (FDOT) provided a presentation on a safety project along Alt US 19/5th Ave N. The evaluation includes potentially repurposing a lane from west of 16th St N to Dr MLK Jr St N to add a two-way separated bicycle path, connecting the existing network of separated bicycle lanes on Dr MLK Jr St N to the potential future shared use path near 16th St N. The benefits of this project include an increase in safety for people walking and biking by decreasing speeds and providing additional mobility access.

## **5. FALL UPDATE OF THE FY2021/22 – FY 2025/26 TRANSPORTATION IMPROVEMENT PROGRAM (TIP).**

Ms. Alexis Boback, Forward Pinellas staff shared a presentation with the committee on the Fall Update of the Transportation Improvement Program (TIP). In July 2021 Forward Pinellas the adopted the FY2021/22 – FY 2025/25 TIP to receive state and federal funding for transportation projects. The Fall 2021 update included sections of local governments municipal work programs, PSTA work programs and grants, various local airport work programs, the Port of St. Petersburg work program, and the Pinellas County Capital Improvement Program (CIP). The presentation provided project summary tables and maps showing the project number, the location of the project, description of the project and the status of the project. If approved by the Forward Pinellas Board on November 10, 2021, the County CIP and local Work Programs will be incorporated into the current TIP. Questions were taken and appropriately answered. Ron Rasmussen made a motion to recommend approval to the Forward Pinellas Board. This was seconded by Jim Wedlake and passed with a unanimous vote.

## **6. DRAFT TENTATIVE WORK PROGRAM**

Mr. Jensen Hackett, Florida Department of Transportation (FDOT), shared a presentation with the committee on the FDOT Draft Tentative Work Program. The Five-Year Tentative Work Program for FY 2022/23 through 2026/27 outlines the state and federally-funded transportation projects for the next five years. Only those projects for Pinellas County, which have changed or are new were reviewed. The Five-Year work program includes all projects for public transit, seaport, airport, and rail. It also includes any transportation planning, intelligent transportation, highway design, right of way acquisition and construction activities. Every year on June 30, the work program ends and on July 1, year two moves up to become the new “current year”. Each year a new fifth year is added to the program and funding is allocated to the next phase of projects programmed in the four prior years. New projects are added into the new fifth year based on Florida transportation plan goals, statewide programs, and local priorities such as the local MPO priorities list. Mr. Hackett reviewed changes to the first five years of the current work program and new projects being added into the new fifth year. The proposed work program will be brought back to the committee for final review and approved by the Forward Pinellas board, before being submitted to the Florida Legislature for review and then to the Governor for review and signature in summer 2022. Once signed by the Governor, the first year is included in the state budget and work program is considered adopted. Questions were taken and appropriately answered. A motion was made by Daniel Alejandro to concur with the package of the Five-Year Tentative Work Program and recommend MPO approval by the Forward Pinellas Board. This was seconded by Kim Cooper and passed with a unanimous vote.

## **7. SR 60 AND BELCHER ROAD INTERSECTION**

Ms. Joan Rice, Pinellas County Public Works, shared a presentation to the committee on recommended operational and safety improvement alternatives for the intersection of Belcher Road (County Road 501) and Gulf to Bay Boulevard (State Road 60) in Clearwater. In coordination with FDOT, Pinellas County Public Works is conducting a Project Development and Environmental (PD&E) Study on the evaluation and operation and safety improvement alternatives for this intersection. This intersection is experiencing significant queueing and delay and safety issues, and these operational issues will only worsen as the traffic volumes continue to increase in the years to come. The alternatives currently being considered are 1) No build, which maintains the existing conditions with an increase in delay and a decrease in safety and \$0 cost. 2) Expanded traffic signal which consists of dual left-turn lanes and right-turn lanes on each leg of the intersection, with the removal of the Walmart/Publix traffic signal on Belcher Road and closure of

the south median openings on Gulf to Bay Blvd with a comparison cost of \$15-\$18 million dollars. 3) Single point urban interchange (SPUI) which would consist of an overpass over Belcher Road with substantial right-of-way and access impacts to Gulf to Bay Blvd, with a comparison cost of +\$80 million. 4) Median u-turn which consists of closing left-turning traffic at the intersection and moving it down the street creating U-turning traffic with signalized traffic stops. The median U-turn alternative will improve safety and operations, improve pedestrian accommodations, maintain the Walmart/Publix traffic signal on Belcher Road, reduce right of way impacts and shows a comparison cost of \$13.5 million. Questions were taken and appropriately answered.

#### **8. TRAIL CROSSING CONSISTENCY**

Ms. Ryan shared information on the Coast to Coast (C2C) Trail Crossing Traffic Control Assessments. In 2020, the Florida Department of Transportation (FDOT) initiated a planning level assessment of existing traffic control measures at unsignalized road and trail intersections (trail crossings) along more than 90 miles of the existing contiguous C2C Trail through Pinellas, Pasco, and Hernando Counties. The purpose of the study is based on existing C2C Trail segments that were built between 1990 and 2020. Phase I showed 210 unsignalized at-grade trail and roadway crossings within the 90 miles of contiguous trail. The study assessed a variety of baseline crossings based on the evolution of time, technology, and standards. The study also documented baseline traffic control measures, recommended measures, and right-of-way assignments. Determine if changes to traffic control are justified. As such, each unsignalized trail crossing in the study area was evaluated to assess and recommend the most appropriate traffic control measure. In June 2021, FDOT provided a draft report of its findings and are in the process of developing an on-line desktop data review system, GIS based. Phase II analysis consists of 90 miles through Hernando, Sumter, Lake, Orange, Seminole and Brevard Counties. Questions were taken and appropriately answered.

#### **9. TRENDS AND CONDITIONS REPORT**

Mr. Robert Feigel, Forward Pinellas staff, shared a presentation on the Trends and Conditions Report. The Trends and Conditions Report provides an annual snapshot of the county's transportation system, including roads, trails, sidewalks, bike lanes, and transit services. In addition, the report provides data on economic and land use activity, waterborne transportation, and emerging technologies. The report serves as a tool to evaluate progress toward achieving the objectives of the Long Range Transportation Plan, identify improvements needed to address safety concerns and congestion problems, inform transportation safety studies and transportation project design, and target law enforcement activities related to safety. Questions were taken and appropriately answered. Daniel Alejandro made a motion to recommend approval to the Forward Pinellas Board. This was seconded by Kim Cooper and passed with a unanimous vote.

#### **9. SPOTLIGHT EMPHASIS AREAS UPDATE**

Ms. Ryan shared information on the SPOTLight Emphasis Areas. In regard to beach access, she provided a short overview of the Proposed Aerial Gondola Study presentation recently given by TBARTA. Ms. Ryan shared select slides demonstrating the visual appearance of aerial gondolas within an urban environment. Ms. Chelsea Favero also shared information regarding the SPOTLight emphasis areas. Specifically, she explained that as the Gateway Master Plan is in the implementation phase, Forward Pinellas will phase this emphasis area out, while introducing a new emphasis area focusing on the economic effectiveness of our land uses. Specifically, the new emphasis area will focus on the "Target Employment and Industrial Land Study (TEILS)" which will be led by Jared Austin of Forward Pinellas, and will analyze evaluating industrial lands in Pinellas County, access issues and identify partnerships to identify possible redevelopment opportunities.



## 10. BPAC BUSINESS

### A. Florida Bicycle Association (FBA)

Vice-Chair Becky Afonso shared copies of “The Messenger” publication with the committee members present. The cover story is the Bicycle Safety Quiz, which is currently on-line on the FBA website. The FBA is looking into expanding this program to include law enforcement ticket diversion programs and Florida Bicycle Month challenges. Ms. Afonso announced that Mobility Week begins October 29, 2021, and is sponsored by FDOT, which leads into the November Love to Ride Challenge. She explained that FBA will also be hosting a “Best Practices Workshop” in Claremont, Florida in conjunction with the “Horrible Hundred” race. The events will be held on Saturday, November 20, 2021 from 2:00 – 5:00 pm. Ms. Afonso announced that nominations for FBA annual awards are due January 21, 2022. Award recipients will be announced March 1, 2022, and as part of the Florida Bicycle Month kick-off. The Ride-Leader, Ride-Marshall certification program will be in-person at Lake Parker Park in Lakeland, Florida on Saturday, February 26, 2022, and Saturday April 2, 2022. Lastly, Ms. Afonso announced The Messenger Winter edition would announce the 25<sup>th</sup> Anniversary of FBA and provide information on promotional membership and memorabilia incentives.

### B. Friends of the Pinellas Trail

Mr. Scott Daniels shared information from the Friends of the Pinellas Trail first virtual “Community Conversation” webinar, which was well received with great participation. He encouraged committee members to visit the Friends of the Pinellas Trail Facebook page and website to view the webinar recording and request copies of The Pinellas Trail Guidebooks.

### C. Tri-County BPAC

The next Tri-County BPAC meeting will be hosted by Forward Pinellas and is schedule for March 2022.

## 11. AGENCY REPORTS

- Ms. Joan Rice with Pinellas County Public Works (PCPW) Traffic provided updates to the current trail projects.
  - Pinellas Trail Loop / Duke Energy Trail:
    - North and South Gaps segments are at various points of review and construction.
  - Keystone Road:
    - With regard to the Keystone Road, the design plans for the guard rails have been completed and the County is working to obtain additional funding.
- **Clearwater Bicycle Pedestrian Program**  
Ms. Lauren Matzke was not in attendance.
- **Largo Bicycle Pedestrian Program**  
Ms. Diane Friel was in attendance, but had no updates.
- **St. Petersburg Bicycle Pedestrian Program**  
Mr. Lucas Cruse, St. Petersburg Transportation shared the following updates. First, there is a new bike map available both in print and on the City website. Second, the SunRunner construction continues. Third, the bike lanes were added to Central Avenue. The

SunRunner will also be able to accommodate bikes inside the bus. Fourth, City of St. Petersburg planned on October 31<sup>st</sup> the “Halloween on Central” event. The event was located on MLK Street to 31<sup>st</sup> Street from 12:00 – 5:00 PM. Fifth, the DTSP Mobility Study was holding virtual sessions and an in-person open-house session at USF on October 19, 2021. Lastly, he reminded the committee of the St. Petersburg Mayors BPAC planned for October 20, 2021, at the St. Petersburg Shuffleboard Club.

- **Pinellas County Schools (PCS)**

Mr. Joseph Camera, Pinellas County Schools, had no updates.

- **FDOT District 7 Updates**

Mr. Alex Henry is no longer with FDOT District 7. A new representative will be announced.

- **Pinellas Trail Security Task Force (PTSTF)**

Ms. Ryan shared at the last PTSTF meeting, Forward Pinellas recognized the efforts of the law enforcement members that take time to attend the meetings and asked staff to select alternate members from the law enforcement team to attend in the event of an absent primary member. Ms. Ryan reminded the committee that the meetings occur quarterly and welcomed attendance from the BPAC members.

At that time, the Chair re-opened public comment for a citizen who arrived late via Zoom and was not aware that public comment was planned in the beginning of the meeting. Citizen Mr. Paul Zagami, of Indian Rocks Beach, expressed concern regarding the expansion joists used across the Park Boulevard Bridge. Specifically, explaining that the expansion joists are not safe for bicyclists. A member of the cycling group Mr. Zagami belongs to lost their life during a recent bike ride when the individual’s bicycle tire caught in the expansion joists resulting in a fatal crash. Mr. Zagami wanted to bring to the attention of the committee that this bridge is dangerous for bicycles.

## **11. OTHER BUSINESS**

### **A. Membership**

It was recognized there are openings for St. Petersburg, Clearwater, and Pinellas Park/Mid-County, At-Large and an opening for the Health Department.

### **B. Correspondence, Publications, Articles of Interest**

There were no comments regarding this item.

### **C. Suggestions for Future Agenda Topics**

No other suggestions for future agenda topics.

### **D. Other**

## **12. ADJOURNMENT**

Chairman Smith adjourned the meeting at 10:33 am. The next BPAC meeting is Monday, November 15, 2021.

## **SUMMARY**

The November 10, 2021 Executive Summary will be provided for your information. A staff member will review actions taken by the Forward Pinellas Board at that meeting.

**ATTACHMENT(S):** Executive Summary for November 10, 2021 – the summary will be sent in a separate email

**ACTION:** None, information only.

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## **SUMMARY**

Responding to comments received from citizens, Forward Pinellas staff recently conducted a speed study on the Pinellas Trail. Specifically, the agency has received comments regarding the concern that bikes, e-bikes, and e-scooters are surpassing the 20 mile per hour (mph) trail speed limit and may be causing unsafe trail conditions.

The speed study included data collected from seven fixed trail counters located on the Pinellas Trail during February, March and April of 2021. These months were selected for analysis due to the high volume of trail users to provide the highest concentration of data. Furthermore, the data showed that cyclists represented an average of 70% of use at the seven trail counters which provided a significant depth of data for analysis. The analysis spans across six speed bands ranging from 0-30 mph, and includes total trail usage per speed band by location, total users going 20 mph+ by location, and peak weekday and weekend usage hours. In general, the percentage of people going 20 mph+ was less than 1%, with a deviation at the East Lake trail counter where 3.6% of trail users were travelling over 20 mph.

Alex Burns, Forward Pinellas intern, will provide a presentation on this study and identify next steps.

**ATTACHMENT(S):** None.

**ACTION:** None, information only.

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## **SUMMARY**

Forward Pinellas provides funding to its local government partners through a variety of competitive grant programs. Now in its 6th year, the Complete Streets Grant Program provides annual allocations of up to \$100,000 for concept planning projects and up to \$1 million for construction projects. Forward Pinellas released a Call for Projects in the summer of 2021 and the submittal deadline for the grant program was October 2021.

Forward Pinellas received 3 applications for concept planning funding and 2 applications for construction funding. The applications received are:

- City of St. Pete Beach request for \$70k for the Downtown Redevelopment District Complete Streets Network Project.
- Pinellas County Housing and Development request for \$50,000 for the Whitney Road Complete Streets Planning Project.
- City of St. Petersburg request for \$100,000 for the Southern Skyway Marina District Complete Streets Concept Project.
- Pinellas County Public Works request for \$966,000 for the 62<sup>nd</sup> Ave North Complete Streets Construction Project.
- City of St. Petersburg request for \$1,000,000 for the 5<sup>th</sup> Ave South Complete Streets Project.

A subcommittee will be established with Forward Pinellas staff and agency stakeholders to review the applications and develop recommendations for funding. Following review and ranking of the applications by the subcommittee, recommended awards will be brought to the board for approval in early 2022. Forward Pinellas staff will provide an overview of the applications received and answer any committee member questions.

**ATTACHMENT(S):** Applications will be posted on the Forward Pinellas website.

**ACTION:** None, information only.

**SUMMARY**

Forward Pinellas provides funding to its local government partners through a variety of competitive grant programs. The Transportation Alternatives (TA) Program is a competitive grant funding program administered by Forward Pinellas in its role as the Metropolitan Planning Organization for Pinellas County. Forward Pinellas released a Call for Projects in June 2021 and the submittal deadline for TA applications was October 1, 2021. The following four TA applications were received (listed in random order):

<b>Project Ranking</b>	<b>Project Sponsor</b>	<b>Project Location</b>	<b>Project Description</b>	<b>Total Est. Cost</b>
1	St. Pete	6th St from Mirror Lake Drive to 4th Ave South	0.42 mile separated bike lane	\$1,980,940
2	St. Pete	28th ST S from 5th Ave S to 18th Ave S	1 mile separated bike lane	\$1,994,942
3	St Pete Beach	Sunset Way, from Corey Ave to 67th Ave; and on Beach Plaza, from 71st Ave to 67th Ave	0.64 mile ADA compliant sidewalks and bike lanes	\$689,823
4	Pinellas County	From the intersection of 46 <sup>th</sup> St N and the north to the FDOT planned high-intensity pedestrian-activated crosswalk at the intersection of 50 <sup>th</sup> Ave N and 34 <sup>th</sup> St N (US 19).	0.9 mile trail connecting to Joe's Creek in Lealman	\$500,000

Forward Pinellas staff will review the TA applications received and develop recommendations for funding based upon the scoring and ranking criteria approved by the Forward Pinellas Board. After projects are scored and ranked in November, staff will bring this item back for committee review in early 2022 and then seek board approval.

This agenda item will include a brief presentation by Forward Pinellas staff.

**ATTACHMENT(S):** Call for Projects 2021 Schedule  
2021 TA Priority List

Applications can be viewed here:

<https://forwardpinellas.org/document-portal/transportation-alternatives-applications/>

For:

St. Pete 6<sup>th</sup> St TA Application

St. Pete 28<sup>th</sup> St TA Application

St. Pete Beach TA Application

Pinellas County Joe's Creek Trail TA Application

**ACTION:** None, information only

# CALL FOR PROJECTS

## 2021 SCHEDULE

**JUNE 2021**  
OPEN CALL FOR PROJECTS

**AUG 20, 2021**  
INTENT TO SUBMIT DEADLINE

**SEPT 10, 2021**  
TECHNICAL SUPPORT REQUEST  
DEADLINE FOR TA APPLICATIONS

**OCT 1, 2021**  
TA PROGRAM PROJECT  
APPLICATION DEADLINE

**OCT 11, 2021**  
TECHNICAL SUPPORT REQUEST  
DEADLINE FOR COMPLETE STREETS  
APPLICATIONS

**OCT 29, 2021**  
COMPLETE STREETS  
APPLICATION DEADLINE

**NOVEMBER 2021**  
STAFF & SUBCOMMITTEE REVIEW &  
RANKING FOR TA & COMPLETE  
STREETS

**DEC 17, 2021**  
MULTIMODAL PRIORITY PROJECT  
APPLICATION DEADLINE

**FEBRUARY 2022**  
COMMITTEE REVIEW/APPROVAL OF TA, COMPLETE STREETS AND  
MULTIMODAL PRIORITIES

**MARCH 2022**  
BOARD APPROVAL



**2021 FORWARD PINELLAS TRANSPORTATION ALTERNATIVES PROGRAM PRIORITY PROJECTS**

Approved by the Forward Pinellas Board on May 12, 2021

Priority	Project Number	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
<b>PRIORITY PROJECTS UNDER CONSTRUCTION OR FUNDED FOR CONSTRUCTION/IMPLEMENTATION</b>									
P	4245647/2686A	Pinellas County	Hercules Ave/Greenbriar Blvd Sidewalk - Phase II	Sherwood St	Sunset Point Rd	Sidewalk	Construction	FY 2017/18	Construction in fall 2021
P	4157387	City of Oldsmar	Oldsmar Trail Phase 6 Extension	along Douglas Rd between Racetrack Rd and Tampa Rd	N/A	Shared Use Bike Path/Trail	Construction	FY 2018/19	Construction underway
P	4107552	FDOT	Bayway South Trail Connection (Phase II) on the Pinellas Bayway South (SR 679)	South end of Boca Ciega Bridge	City limits south of Madonna Blvd	Shared Use Bike Path/Trail	Design-Build	FY 2017/18	Construction underway
P	4377362	Pinellas County	Starkey Rd Corridor Sidewalk Project	Bryan Dairy Rd	East Bay Dr	Sidewalk	Construction	FY 2021/22	Design underway. Scheduled in TIP for construction in FY 2021/22
P	4400931/186A/186B	Pinellas County	Duke Energy Trail (North gap on the Duke Energy right-of-way)	the pedestrian overpass at US Hwy 19 ant Enterprise Rd	Chesnut Sr Park	Shared Use Bike Path/Trail	Construction (Design-Build)	FY 2016/17	Construction underway
P	4374981	City of Clearwater/FDOT/SUNTrail	Courtney Campbell Causeway Recreational Trail Overpass	SR 60/Gulf-to-Bay Blvd at Bayshore Blvd	N/A	Pedestrian/Trail Overpass	Construction	FY 2023/24	Construction scheduled in TIP for 2023/24
P	4400932	Pinellas County	Pinellas Trail Loop (South Gap)	Ulmerton Rd	Haines Bayshore	Shared Use Bike Path/Trail	Construction	FY 2023/24	Construction funded in TIP 2023/24
P	4400933	Pinellas County	Pinellas Trail Loop (South Gap)	126th Ave N	Ulmerton Rd	Shared Use Bike Path/Trail	Construction	FY 2023/24	Construction funded in TIP in 2023/24
P	4429551	Pinellas County	42nd Ave N Sidewalk Project	46th St N	35th St N	Sidewalk	N/A	FY 2022/23	Construction funded in TIP in 2022/23
P	4412151	City of St. Petersburg	71st St N Trail - Pinellas Trail Connector	Fred Marquis Pinellas Trail	38th Ave N	Shared Use Bike Path/Trail	Design	FY 2022/23	Construction scheduled in TIP for 2022/23
P	4473741	City of St. Petersburg	28th St. Complete Streets	Pinellas Trail	1st Ave N	Complete Streets Treatments	Construction	FY 2025/26	Construction scheduled in TIP for 2025/26
<b>UNFUNDED TRANSPORTATION ALTERNATIVES PROGRAM PRIORITY PROJECTS</b>									
1	4473751	City of St. Petersburg	Central Ave Complete Streets	34th St	31st St	Complete Streets Treatments	Design	FY 2023/24	<b>CST Funded FY 26</b>
2	N/A	City of St. Petersburg	22nd St S. Complete Streets	5th Ave S	1st Ave N	Complete Streets Treatments	N/A	N/A	<b>PE in FY 23; CST in FY 25</b>
3	N/A	Pinellas Park	North side of 118th Ave N	Belcher Rd	62nd St N	1.6 mile long 8 foot wide trail	N/A	N/A	<b>CST in FY 25</b>
4	N/A	City of St. Petersburg	28th St.	1st Ave N	13th Ave N	0.9 mile long separated bike lanes	N/A	N/A	<b>PE in FY 23; CST in FY 25</b>
5	N/A	Pinellas County	46th St N	54th Ave N	38th Ave N	1 mile long sidewalks	N/A	N/A	<b>N/A</b>
6	N/A	City of St. Petersburg	62nd Av S	22nd St S	Dr. MLK Jr St	1 mile long bike lanes	N/A	N/A	<b>PE in FY 25; CST in FY 27</b>

FY = fiscal year; P = programmed; CST = construction; PE = preliminary engineering (design)

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## **SUMMARY**

The Florida Bicycle Association (FBA) provides programs and materials to educate bicyclists, pedestrians, and motorists about safely sharing roadways and paths. FBA acts as a voice for the needs of bicyclists through positive relationships with legislators, law enforcement agencies, the Florida Department of Transportation, and local transportation-planning organizations.

FBA's mission is to encourage more people to bicycle through education and advocacy and is continuing this important work with a new strategy to education cyclists and motorists in Florida. Specifically, FBA has developed a new and innovative bicycle safety quiz to encourage safer roadways. The bicycle safety quiz provides education for different roadway users to determine if they are adhering to the standards in Florida law. Currently, FBA has three quizzes: child cyclist, adult cyclist, and motorist. The bicycle safety quiz is interactive and allows the user to retake the quiz until all the answers are correctly identified. Overall, the bicycle safety quiz enhances advocacy and awareness for all cyclists and motorists on roadways. The link for all three bicycle safety quizzes is as follows: [www.flbikesafetyquiz.com](http://www.flbikesafetyquiz.com)

Becky Afonso, Director of FBA, will provide a presentation of the new bicycle quiz and will be available for questions.

**ATTACHMENT(S):** None.

**ACTION:** None, information only.

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**SUMMARY**

Forward Pinellas staff will provide a brief update on the status of activities related to the three SPOTlight emphasis areas.

- Vision for U.S. Highway 19 Corridor
- Gateway Area Master Plan
- Enhancing Beach Access
- TEILS

**ATTACHMENT(S):** None

**ACTION:** None Required; Informational Item Only

**10. A.- C. BPAC Business**

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**A. December 2021 Meeting Cancelled**

Just a reminder to members

**B. Election of 2021 BPAC Officers**

In accordance with the Bicycle Pedestrian Advisory Committee (BPAC) Bylaws, the Committee elects a Chairman and Vice Chairman at the last regularly scheduled meeting of each year. Since the Committee agreed to cancel the December meeting, the Elections for 2021 BPAC Officers will need to be conducted at the November meeting.

Currently, Brian Smith is the Chairman and Becky Afonso is the Vice Chair. The current BPAC membership list is attached for your information.

**Attach:** Membership list, November 2021

**Action:** Members to Nominate and Elect 2022 Officers

**C. Florida Bicycle Association (FBA)**

Vice Chair Becky Afonso, who is also the FBA Executive Director, will provide an update on FBA activities. Information on the FBA is available at [floridabicycle.org](http://floridabicycle.org).

- Legislative Session
- Bike/Ped Proposals

**D. Friends of the Pinellas Trails (formerly Pinellas Trails, Inc.)**

A representative from Friends of the Pinellas Trail may take this opportunity to provide an update

**BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEMBERSHIP LIST****Voting****St. Petersburg Area (St. Pete/Gulfport/So Pasadena/Tierra Verde)**

1. Lisa Charest (10/14/20)
2. Kimberly Cooper (10/13/99) (reappointed 5/9/18)
3. Charles Johnson (06/14/17)
4. Megan Basnett (09/08/21)

**Clearwater Area**

5. Gloria Lepik-Corrigan (09/08/21)
6. Vacant
7. Vacant

**Dunedin Area**

8. Russ Hilton (09/08/21)
9. Neil Wicks (11/10/21)

**Pinellas Park and Mid-County**

10. Ronald Rasmussen (12/13/06)
11. Vacant

**Largo Area**

12. Daniel Alejandro (10/12/16)
13. Vacant

**North County Area (Tarpon Springs/Palm Harbor/Ozona/Oldsmar/Safety Harbor)**

14. Becky Afonso (Vice Chair) (10/08/14)
15. Jared Carter (09/08/21)

**At Large Area**

16. Paul Kurtz (12/11/13)
17. John Austin (11/10/21)
18. Brian Smith (Chairman) (12/12/12)
19. Todd Bogner (11/10/21)
20. Stephen Moriarty (06/09/21)
21. Ed Hawkes (11/18/98)
22. Annette Sala (03/12/14)

**Seminole Area**

23. Jim Wedlake (05/12/10)

**Beach Communities**

24. Bert Valery (10/1983-10/1998) (reappointed 07/10/02)
25. Alan Johnson (05/09/18)

**Technical Support**

1. County Traffic Department (Joan Rice – representative; Gina Harvey and Casey Morse – alternates)
2. Pinellas County Planning Department (Caroline Lanford – representative)
3. PSTA (Jacob Labutka – representative; Heather Sobush and Reid Powers – alternates)
4. City of Clearwater (Lauren Matzke - representative)
5. City of St. Petersburg (Lucas Cruse – representative; Cheryl Stacks - alternate)
6. City of Largo (Diane Friel – representative; Taylor Hague - alternate)
7. City of Oldsmar (Alayna Delgado – representative, Tatiana Childress – alternate)
8. City of Pinellas Park (Derek Reeves – representative)
9. Pinellas County School System (Joseph Camera- representative, Autumn Westermann- alternate)
10. Pinellas County Health Department (Vacant – representative)
11. Friends of the Pinellas Trails (Scott Daniels – representative)
12. CUTR (Julie Bond - representative)

**Sheriff's Office /Police/Law Enforcement Representatives**

1. Pinellas Park Police Dept.
2. St Petersburg Police Dept.
3. Largo Police Dept.
4. Sheriff's Office – Deputy Eric Gibson
5. Clearwater Police Dept.

**Non-Voting Technical Support**

13. FDOT (Alex Henry - representative)
14. County Parks and Conservation Resources (Lyle Fowler – representative; Spencer Curtis – alternate)

\*Dates signify appointment

## **11. Agency Reports**

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Updated information on the following programs or projects of interest to the BPAC will be provided at the meeting.

- Pinellas Trail Loop/Duke Energy Trail (North & South Gaps)
- Keystone Road Update
- Clearwater Bicycle Pedestrian Program
- Largo Bicycle Pedestrian Program
- St. Petersburg Bicycle Pedestrian Program
- Pinellas County Schools
- FDOT District 7
- Pinellas Trail Security Task Force (PTSTF) next meeting is January 11, 2022

**ATTACHMENT(S):** None

**ACTION:** None required, informational only

**12. Other Business**

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**A. Membership**

There is currently five vacancies on the BPAC membership list. One for Largo, two for Clearwater, one for Pinellas Park/Mid-County and one for the Health Department.

**ATTACHMENT:** BPAC Membership List ([10B](#))

**B. 2022 Committee Meeting Calendar**

**ATTACHMENT:** 2022 Committee Meeting Calendar  
2022 Forward Pinellas Board Meeting Calendar

**C. Correspondence, Publications, Articles of Interest**

*E-Scooters and E-Bikes Safety Challenges – October 2021*

*Guidance for Safer Bike Facilities – October 2021*

*WHO Decade Road Safety Plan – October 2021*

*Pinellas Trail Usage Report – September 2021*

*Pinellas County Fatalities Report – October 31, 2021*

**D. Suggestions for Future Agenda Topics**

This item is provided to allow Committee members to suggest topics for future BPAC agendas.

**E. Other**

If any member has other business to discuss, they may address it under this item.

# COMMITTEES MEETING SCHEDULE 2022

<b>PAC (Planners Advisory Committee) 1:30 pm</b>	<b>CAC (Citizens Advisory Committee) 7:00 pm</b>	<b>TCC (Technical Coordinating Committee) 2:00 pm</b>	<b>BPAC (Bicycle Pedestrian Advisory Committee) 8:30 am</b>	<b>LCB (Local Coordinating Board) 9:15 am</b>	<b>STSC (School Transportation Safety Committee) 9:00 am</b>	<b>PTSTF (Pinellas Trail Security Task Force) at the Pinellas County Public Safety Services Office - 12490 Ulmerton Road, Largo, Rm 130) 9:00 am</b>
01/03/2022	01/27/2022	01/26/2022	(4 <sup>th</sup> Mon) 01/24/2022	-----	-----	01/11/2022 Meeting Room 130
01/31/2022	02/24/2022	02/23/2022	(4 <sup>th</sup> Mon) 02/28/2022	02/15/2022	-----	-----
02/28/2022	03/24/2022	03/23/2022	03/21/2022	-----	03/02/2022	-----
04/04/2022	04/28/2022	04/27/2022	04/18/2022	-----	-----	04/12/2022 Meeting Room 130
05/02/2022	05/26/2022	05/25/2022	05/16/2022	05/17/2022	-----	-----
05/31/2022 - Tuesday	*06/23/2022	06/22/2022	06/20/2022	-----	06/01/2022	-----
*07/05/2022 - Tuesday	*07/28/2022	*07/27/2022	*07/18/2022	-----	-----	07/12/2022 Meeting Room 130
*08/01/2022	08/25/2022	08/24/2022	08/15/2022	-----	-----	-----
09/06/2022 - Tuesday	09/22/2022	09/28/2022	09/19/2022	09/20/2022	-----	-----
10/03/2022	10/27/2022	10/26/2022	10/17/2022	-----	10/05/2022	10/11/2022 Meeting Room 130
10/31/2022	Nov/Dec Combined	Nov/Dec Combined	11/21/2022	11/15/2022	-----	-----
*11/28/2022	12/08/2022	12/07/2022	*12/19/2022	-----	-----	-----

(These dates are subject to change)

\*Meeting Subject to Cancellation



# SCTPA & TMA MEETING SCHEDULE 2022

**Friday, March 11<sup>th</sup>**

*TMA Leadership Group Only  
Hillsborough County Location*

**Friday, June 10<sup>th</sup>**

*SCTPA Board & TMA Leadership Group  
Joint Meeting with Central FL Alliance  
Polk County Location*

**Friday, September 16<sup>th</sup>**

*TMA Leadership Group Only  
Manatee County Location*

**Friday, December 9<sup>th</sup>**

*SCTPA Board & TMA Leadership Group  
Hernando County Location*

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## **MPOAC – Orlando**

January 27<sup>th</sup>

April 28<sup>th</sup>

July 28<sup>th</sup>

October 27<sup>th</sup>

**FORWARD PINELLAS MEETING CALENDAR – 2022**  
**Schedule of Meeting Dates for the Forward Pinellas Public Hearings and**  
**Corresponding Meeting/Public Hearing Dates for the**  
**Planners Advisory Committee (PAC) and Countywide Planning Authority (CPA)**

Deadline for Submittal of PPC Items Requiring Public Hearing	PAC Meeting Date	Forward Pinellas Hearing Date	CPA Hearing Date
December 8, 2021	January 3, 2022	January 12, 2022	February 8, 2022
January 12, 2022	January 31, 2022	February 9, 2022	March 8, 2022 6:00 p.m.
February 9, 2022	February 28, 2022	March 9, 2022	April 12, 2022
March 9, 2022	April 4, 2022	April 13, 2022	May 10, 2022
April 13, 2022	May 2, 2022	May 11, 2022	June 7, 2022
May 11, 2022	May 31, 2022 - <b>Tuesday</b>	June 8, 2022	July 19, 2022 6:00 p.m.
June 8, 2022	* July 5, 2022 - <b>Tuesday</b>	* July 13, 2022	August 2, 2022
July 13, 2022	* August 1, 2022	* August 10, 2022	October 11, 2022
August 10, 2022	September 6, 2022 - <b>Tuesday</b>	September 14, 2022	October 11, 2022
September 14, 2022	October 3, 2022	October 12, 2022	November 15, 2022 6:00 p.m.
October 12, 2022	October 31, 2022	November 9, 2022	December 13, 2022 6:00 p.m.
November 9, 2022	* November 28, 2022	* December 14, 2022	January 2023 TBD

**\* Subject to Cancellation**

**The location for all listed meetings will be determined after the BCC meeting on November 9, 2021**  
**Unless otherwise noted, the CPA Public Hearings are at 9:30 a.m.**

**The New York Times**

# ***As E-Scooters and E-Bikes Proliferate, Safety Challenges Grow***

A surge in electric-powered mobility devices during the pandemic is likely to become a

**By Winnie Hu and Chelsia Rose Marcus**

Oct. 11, 2021

The coronavirus pandemic has upended many of the familiar routines that make up everyday urban life, bringing tectonic shifts in office culture, classroom learning and online shopping.

Now it is transforming the way people move around the nation's largest city. A boom in electric-powered mobile devices is bringing what is likely to be a lasting change and a new safety challenge to New York's vast and crowded street grid.

The devices have sprouted up all over. Office workers on electric scooters glide past Manhattan towers. Parents take [electric bikes](#) to drop off their children at school. Young people have turned to electric skateboards, technically illegal on city streets, to whiz through the far corners of New York.

Though many of these riders initially gave up their subway and bus trips because of the lower virus risk of traveling outdoors, some say they are sticking with their e-mobility devices even as the city begins to move beyond the pandemic.

"I use the scooter for everything, it's really convenient," said Shareese King, 41, a Bronx resident who deleted the Uber app from her phone after she started running her errands on an electric scooter.

Electric bikes, scooters and other devices are in many cases made for urban life because they are affordable, better for the environment, take up little, if any, street space for parking and are just fun to use, said Sarah M. Kaufman, the associate director of the Rudin Center for Transportation Policy and Management at New York University.

"In cities, many people understand there is a right-size vehicle for getting around — and that's human size — you don't need to put out an S.U.V.'s worth of carbon emissions just to go to work," she said.

Across the nation, cities have increasingly embraced electric bikes and scooters as a way to get more people out of cars and fill the gap in urban transportation systems for trips that are too far to walk but too close for the subway or bus, according to transportation officials and experts.

Even before the pandemic, electric scooter share programs had spread to over 100 cities, including Los Angeles, Washington and Atlanta, since 2017, according to the [National Association of City Transportation Officials](#). Total rides surged 130 percent to 88.5 million in 2019 from 38.5 million the year before.

Many cities saw scooter ridership soar during the pandemic. Seattle's [scooter share program](#) has grown to 1.4 million rides since beginning just over a year ago. In Portland, Ore., rides nearly doubled to 762,812 this year through September from 385,422 rides for the same period in 2020.

Still, the e-mobility boom has brought significant safety challenges to New York's already congested streets. At least 17 people have been killed while riding electric mobility vehicles this year, according to city officials. Revel, which operates an electric moped share program in the city, voluntarily shut it down for a month last year after three riders were killed.

E-mobility crashes have also killed three pedestrians this year, including the actress Lisa Banes, who was [knocked down by a hit-and-run scooter rider on the Upper West Side](#).

Many pedestrians and cyclists complain about e-bike and e-scooter riders who speed, ride on sidewalks and run red lights and go the wrong way on streets.

"The e-bikes, they don't mind which way they have to go, how they go, where they go, even if they go on the sidewalk or the opposite way on a street," said Jacqueline Aybar, 53, who recently had a near miss with an e-bike in a Queens crosswalk. "Now when you're crossing the street, it's not just looking for a car, you have to look to see if any bike is coming."

City and state officials have scrambled to keep up with the rapid e-mobility expansion. Most e-bikes and e-scooters only became legal on city streets last year, though delivery workers have long ridden them. Unlike cars, they are not registered or licensed or required to have insurance or cited by automatic speeding cameras.

#### **Editors' Picks**

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Other kinds of e-mobility devices are illegal, including skateboards, unicycles, hoverboards and Segways.

"I know there is a concern and a perception about the safety of new forms of e-mobility devices," said Hank Gutman, the city transportation commissioner. "That is an issue we are looking at."

City officials said they have installed more protected bike lanes, launched a [public education campaign](#) about which e-mobility devices are legal and set strict safety guidelines and closely monitored the city's first e-scooter share pilot program in the Bronx.

The [city speed limit](#) is up to 25 m.p.h. for e-bikes and 15 m.p.h. for e-scooters. Riders are required to stay off sidewalks and are allowed to travel in bike lanes and on those streets that have a top speed of up to 30 m.p.h. They must stop at red lights, go in the same direction as traffic and yield to pedestrians.

While the overall numbers of electric bikes and scooters in New York are not tracked, many companies and stores have reported increasing sales. [Unagi](#), a high-end electric scooter company, has seen a tenfold increase in its New York City sales and subscription plans, which provide personal scooters for \$49 a month.

[Chartior](#), in SoHo, has sold thousands of its premium electric scooters and gets about 60 calls a day for new orders, its owner, Ben Hen, said.

At Bicycles NYC on the Upper East Side, some customers saved up money during the pandemic they would have spent on Metro Cards to buy an electric bike, said Sajari Hume, a sales manager. The store sells up to 10 electric bikes a month.

In the Bronx, George Diaz bought a \$550 electric scooter last year to avoid being exposed to the virus on a crowded bus commute. Now he takes it whenever he can. “It saves me money,” said Mr. Diaz, 28. “I’m not around so many people.”

As e-mobility has boomed, city officials have sought to increase access to low-cost rides. The Bronx [e-scooter share program](#) started in August with three companies — Bird, Lime and Veo — and has already surpassed 175,000 rides.

Lime started the second electric moped program in the city in April, which has been used for nearly 200,000 trips. The Revel program has seen nearly 4 million trips since March 2020, the company said.

Citi Bike, the bike-share program, has 4,500 e-bikes that are used up to three times more often per day than pedal-only bikes. E-bike rides have more than doubled to 6.7 million this year from 2.7 million rides in all of 2020.

“For someone like me, who’s not necessarily an athlete, the e-bikes can give you a bit of power,” said Emily Collins, 30, who started riding e-bikes during the pandemic.

But the influx of electric bikes and scooters has also brought more conflict to the streets at a time when [traffic deaths have risen](#) to the highest level in nearly a decade because of more cars, more speeding and reckless driving.

Jose Cortes, who has been using an e-bike to make DoorDash deliveries since March after losing his job at a deli, was hit by a driver in Brooklyn. “I worry all the time,” said Mr. Cortes, 39, who fractured his collarbone.

Samuel I. Schwartz, a former city traffic commissioner, said the city needed a comprehensive plan to address the e-mobility boom. “The streets were not made for the

e-mobility vehicles,” he said. “We have to look at this systematically and not just single out e-bikes and e-scooters. We have to redefine our streets.”

City officials are testing the electric scooters in the northeast Bronx by providing up to 3,000 stand-up and sit-down e-scooters, unlocked through phone apps. Each scooter starts at \$1 and costs either 30 or 39 cents per minute depending on the company, with discounts for low-income residents. Scooters are parked in designated corrals or on sidewalks.

The city requires program users to be at least 18 years old, and to complete safety training and pass a safety quiz on the app.

Some residents complain that people ride on sidewalks, fight over the scooters and leave them everywhere. “I think they bring more problems to the community,” said Awilda Torres, 76, a retired hospital worker.

But others count on the scooters.

Tyasia Washington, 29, rides one from her home to the closest subway station, where she boards a train to her marketing job in Manhattan. “It’s a long walk,” she said.

Ms. King, the scooter convert, said she would like to see even more scooters. After parking one outside a grocery store, she came out five minutes later to find that someone else had rented it.

“I had to start walking until I found another one,” she said.

Winnie Hu is a reporter on the Metro desk, focusing on transportation and infrastructure stories. She has also covered education, politics in City Hall and Albany, and the Bronx and upstate New York since joining The Times in 1999. [@WinnHu](#)

# CENTER FOR TRANSPORTATION STUDIES

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## New guidance will help designers create safe, effective bike facilities

*October 25, 2021*

Many cities across the US are rapidly adding separated bike lanes (SBLs) to their transportation networks. The popularity of these specialized pathways has increased because of their many benefits: reducing crash risk, increasing safety and comfort, and encouraging more people to use bicycles as transportation.

Despite the growing demand for SBLs, current design guidance was incomplete. In a recent research project, U of M researchers filled gaps in SBL design guidance and provided engineers and policymakers with much-needed information for making critical decisions on bicycle infrastructure installations and improvements. The project was sponsored by the Minnesota Local Road Research Board and the Minnesota Department of Transportation.

“The results of this project provide substantial information that will help planners and designers to create the safest and most effective bicycle facilities in a wide range of urban contexts,” says Paul Oehme, City of Lakeville public works director and the project’s technical liaison.

The research team was led by John Hourdos, director of the U’s Minnesota Traffic Observatory. The team began by gathering, reviewing, and synthesizing existing SBL guidance to determine critical knowledge gaps. Next, the researchers conducted interviews to gather additional information: They interviewed planners and designers to learn about their challenges (particularly focusing on safety, comfort, and connectivity), transit drivers about their experiences and challenges with SBLs, and the leaders of bicycle advocacy organizations for their perspectives on bicycle users’ experience. Finally, they surveyed hundreds of Minnesota bicyclists to gather their perceptions of safety and comfort with different SBL designs and their input on winter riding and winter lane maintenance.

The project findings validated existing guidance that strongly emphasizes the SBL as the highest-quality bikeway facility available. “Our research confirmed that the majority of potential cyclists prefer design options that maximize separation from vehicles,” Hourdos says. “The implication is that designs that reduce risk by maximizing separation are also most likely to promote new demand: More cyclists lead to more new facilities.”

In addition, the bike user survey revealed important information about key differences among cyclists. “People who cycle are not a monolithic group,” says Greg Lindsey, a professor with the Humphrey School of Public Affairs and the project’s co-investigator. “Some are confident and fearless in traffic, but many others are interested but concerned. Designers should cater to these concerned riders whenever possible to foster greater demand, and keep in mind that people who cycle prefer to minimize interactions with traffic between their origin and destination.”

The bike user survey also shed light on the challenges of wintertime cycling. Icy roads were the most common reason for not riding in winter; ice was an even bigger concern than fresh, unpacked snow. Because people who cycle prefer to ride on clear and dry pavement, prioritizing lane clearance during winter could be the most important maintenance practice for increasing SBL use during the winter.

The report provides four “tradeoff matrixes” to help designers balance objectives and manage complex contexts when designing SBLs. The matrixes include separation buffer design, the design of mixing zones, tradeoffs related to combinations between barrier and mixing-zone designs, and the design of bus stops.

Ultimately, the project showed that SBL design is a highly local and context-specific infrastructure issue, and that there is no one best SBL design. “The need for separation is the guiding concept, but all else is context,” Lindsey says. “As designers brainstorm, they are making trade-offs among constraints while exercising the enormous flexibility that exists within the still-evolving design guidance for bicycle networks.”

*Writer: Megan Tsai*



# WHO kicks off a Decade of Action for Road Safety

28 October 2021  
Departmental news

Reading time: 3 min (747 words)

WHO is kicking off the Decade of Action for Road Safety 2021-2030 today in Geneva, with the ambitious target of preventing at least 50% of road traffic deaths and injuries by 2030. WHO and the UN regional commissions, in cooperation with other partners in the UN Road Safety Collaboration, have developed a Global Plan for the Decade of Action, which is released today.

Globally, over 3500 people die every day on the roads, which amounts to nearly 1.3 million preventable deaths and an estimated 50 million injuries each year – making it the leading killer of children and young people worldwide. As things stand, they are set to cause a further estimated 13 million deaths and 500 million injuries during the next decade, particularly in low- and middle-income countries. These unacceptable numbers, both in absolute and relative terms. Road traffic crashes have remained a major cause of death globally, even though every one of those deaths and injuries is preventable.

“The loss of lives and livelihoods, the disabilities caused, the grief and pain, and the financial costs caused by road traffic crashes add up to an intolerable toll on families, communities, societies and health systems,” said Dr Tedros Adhanom Ghebreyesus, WHO Director-General, “So much of this suffering is preventable, by making roads and vehicles safer, and by promoting safe walking, cycling and greater use of public transport. The Global Plan for the Decade of Action for Road Safety lays out the practical, evidence-based steps all countries and communities can take to save lives.”

Recognizing the importance of the problem and the need to act, governments from around the world declared unanimously – through UN General Assembly Resolution 74/299 – the Decade of Action for Road Safety 2021-2030 with the explicit target to reduce road traffic deaths and injuries by at least 50% during that period.

“One of the best ways to save and improve lives is to make our streets safer -- but that work often doesn't get the attention it deserves,” said Michael R. Bloomberg, founder of Bloomberg LP and Bloomberg Philanthropies and WHO Global Ambassador for Noncommunicable Diseases and Injuries. “Bloomberg Philanthropies has been working

to improve road safety since 2007 by strengthening laws, increasing enforcement, redesigning streets, and using data. I'm glad to say that the WHO's ambitious global plan for road safety includes many of the strategies that we've used to save lives, and it will help encourage governments around the world to make road safety the high priority it should be."

This Global Plan describes the actions needed to achieve that target. This includes accelerated action to make walking, cycling and using public transport safe, as they are also healthier and greener modes of transport; to ensure safe roads, vehicles and behaviours; and to guarantee timely and effective emergency care. It is aimed to inspire countries, including governments and partners to act boldly and decisively, using the tools and knowledge gained from the last Decade of Action to change course.

"More than 50 million people have died on the world's roads since the invention of the automobile. This is more than the number of deaths in World War One or some of the worst epidemics." says Dr Etienne Krug, the Director of the Department of the Social Determinants of Health. "It is time to put in action what we know works and shift to a much safer and healthier mode of transport. This new plan will lead countries onto a more sustainable path."

The Global Plan outlines recommended actions drawn from proven and effective interventions, as well as best practices for preventing road trauma. It should be used as a blueprint to inform and inspire national and local plans that are tailored to local contexts, available resources and capacity. The Global Plan is aimed not only at senior policy-makers, but also other stakeholders who can influence road safety, such as civil society, academia, the private sector and community and youth leaders.

#### NOTE TO EDITORS:

The Global Plan for the Decade of Action for Road Safety 2021-2030 will be formally presented on 28 October 2021, during a virtual event to be held from 14:00 to 15:00 Geneva time. This event will provide an opportunity for the WHO Director-General and road safety stakeholders from national and municipal governments, NGOs, and youth groups to make brief remarks on its importance as a tool for preventing road traffic deaths and injuries. To join, register in advance at: <https://bit.ly/3uZpYYB> The event will be held in English.

# Pinellas Trail User Count Data Summary



Automated Trail Counter Data Collection Period:  
September 1<sup>st</sup> – 30<sup>th</sup> (30 days)

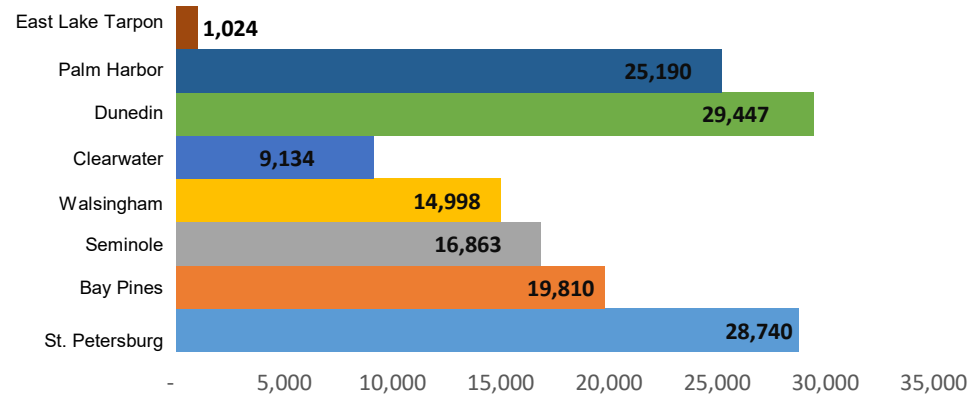
## September 2021

30-Day Count Total: **145,206**  
Daily Average Users: **4,840**

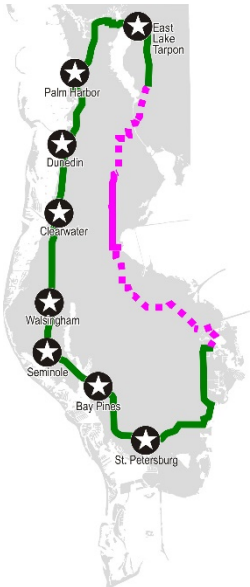
Highest Daily Totals:

- #1 – Saturday, September 25<sup>th</sup> (St. Petersburg – 1,941)
- #2 – Saturday, September 4<sup>th</sup> (Dunedin – 1,905)
- #3 – Sunday, September 5<sup>th</sup> (Palm Harbor – 1,414)

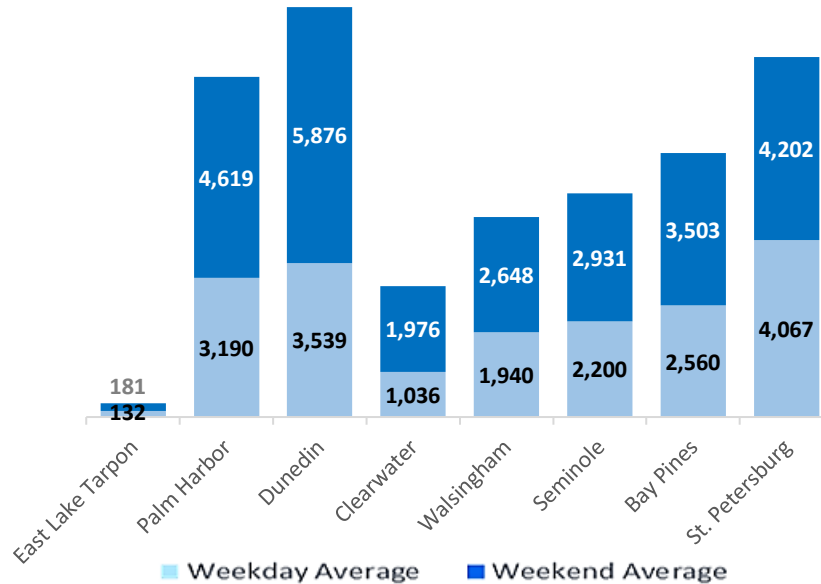
## September Trail Users by Counter Location



## Counter Locations



## Weekday & Weekend Profile

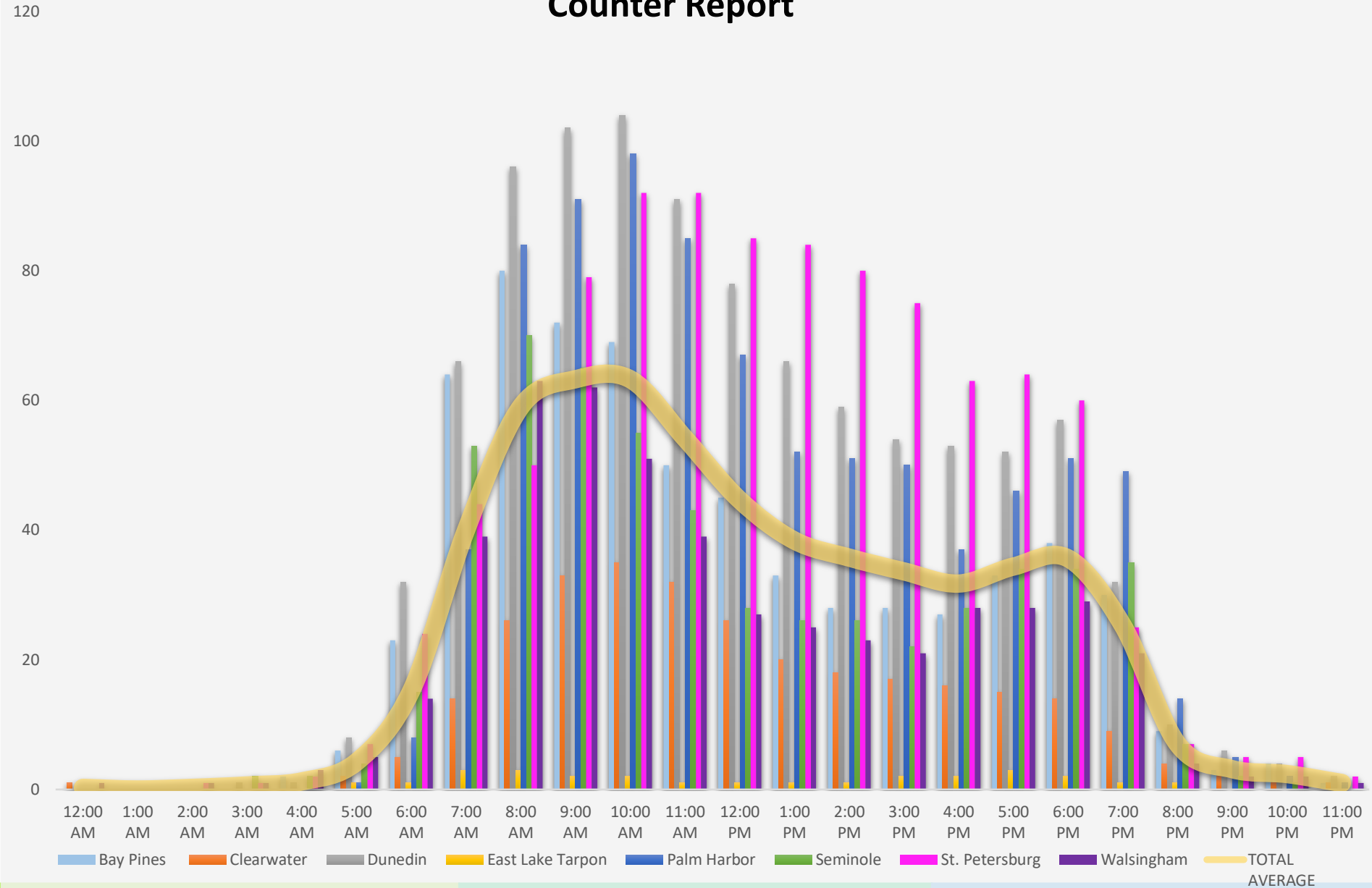


## Trail User Mode Split

Counter Location	Walking (Pedestrian Icon)	Bicycling (Bicycle Icon)
East Lake Tarpon:	1%	99%
Palm Harbor:	20%	80%
Dunedin:	16%	84%
Clearwater:	1%	99%
Walsingham:	7%	93%
Seminole:	18%	82%
Bay Pines:	16%	84%
St. Petersburg:	53%	47%

Source: Forward Pinellas *September 2021*  
National Weather Service: [September 2021](#)

# September 2021 Average Hourly Counter Report



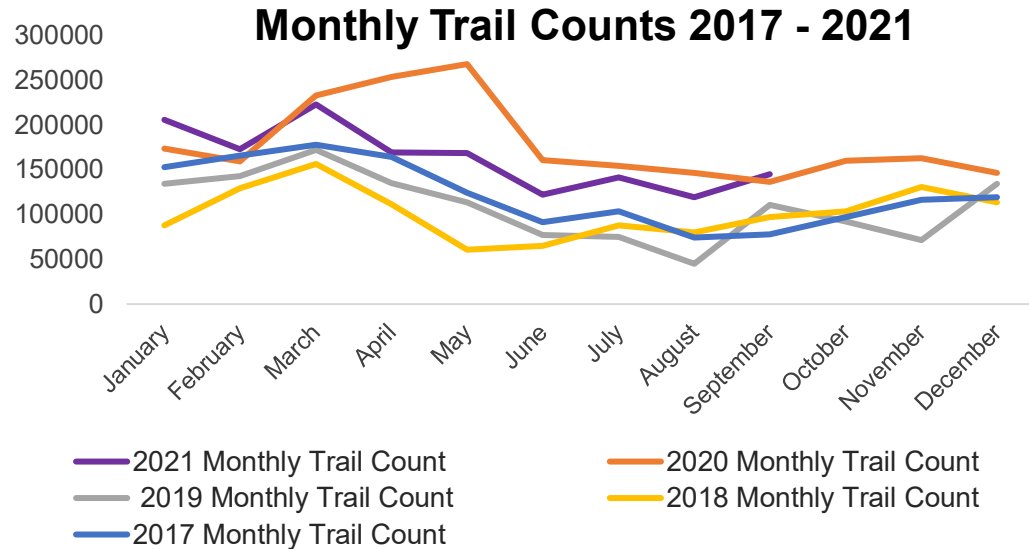
# Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection

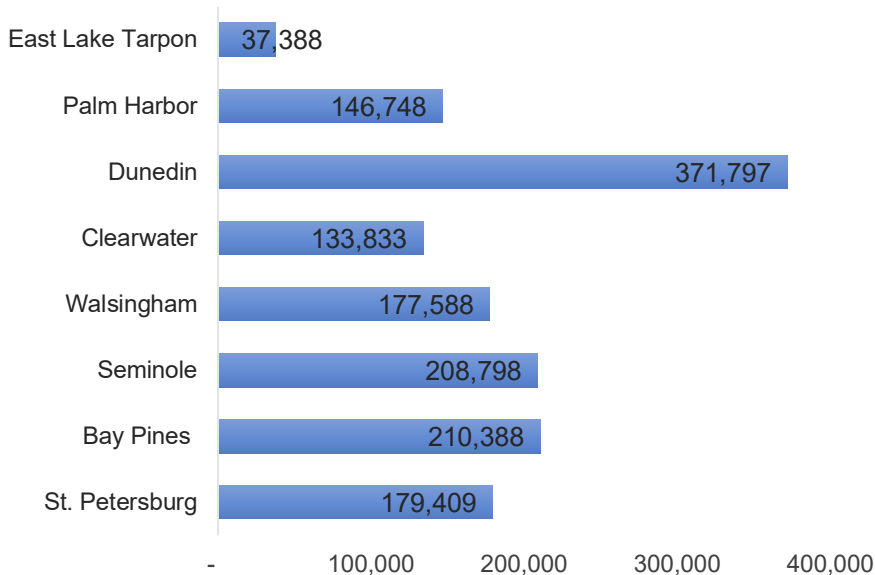
Period: January – September, 2021 Data\*



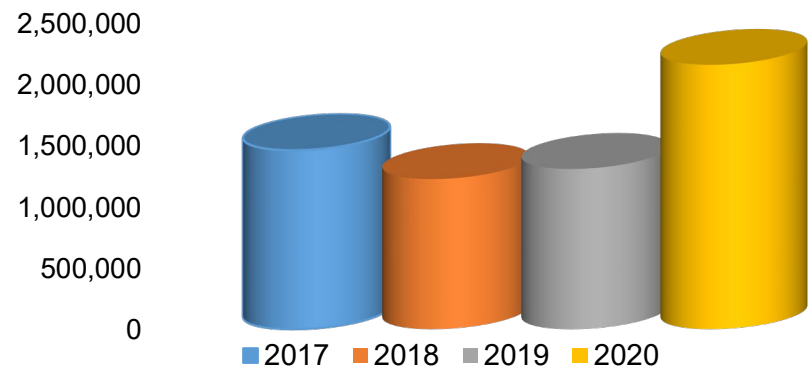
**January-September 2021**  
**Total Count:**  
**1,465,949**



## Year to Date Data Per Location

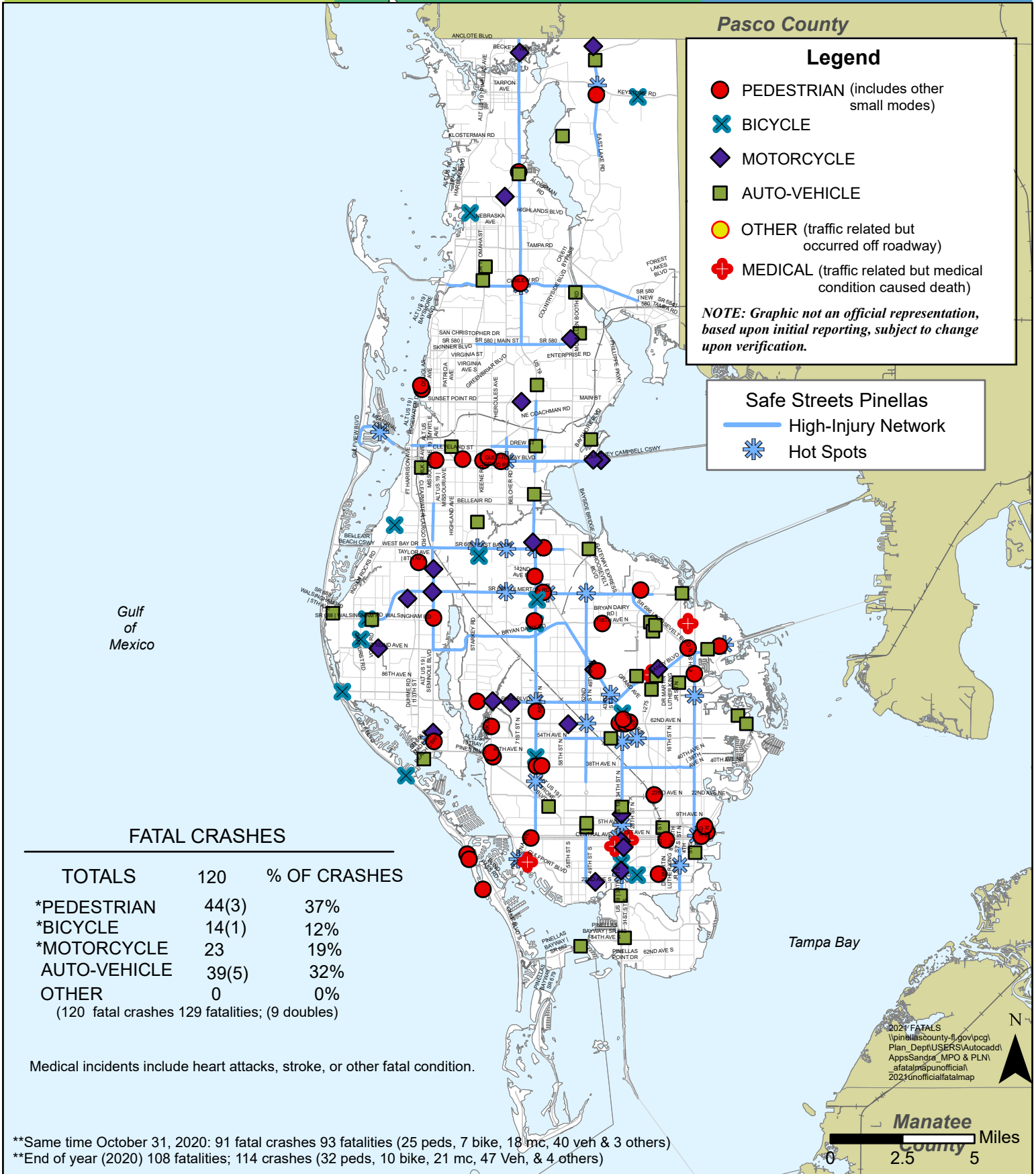


## Pinellas Trail Use 2017 – 2020



\* Technical issues with several counters in 2019, 2020 and 2021 resulting in several missing days of data.

# Locations of Reported Traffic Fatalities



**Pasco County**

**Legend**

- PEDESTRIAN (includes other small modes)
- × BICYCLE
- ◆ MOTORCYCLE
- AUTO-VEHICLE
- OTHER (traffic related but occurred off roadway)
- + MEDICAL (traffic related but medical condition caused death)

*NOTE: Graphic not an official representation, based upon initial reporting, subject to change upon verification.*

**Safe Streets Pinellas**

- High-Injury Network
- ★ Hot Spots

**FATAL CRASHES**

TOTALS	120	% OF CRASHES
*PEDESTRIAN	44(3)	37%
*BICYCLE	14(1)	12%
*MOTORCYCLE	23	19%
AUTO-VEHICLE	39(5)	32%
OTHER	0	0%
(120 fatal crashes 129 fatalities; (9 doubles)		

Medical incidents include heart attacks, stroke, or other fatal condition.

\*\*Same time October 31, 2020: 91 fatal crashes 93 fatalities (25 peds, 7 bike, 18 mc, 40 veh & 3 others)  
 \*\*End of year (2020) 108 fatalities; 114 crashes (32 peds, 10 bike, 21 mc, 47 Veh, & 4 others)

2021 FATALS  
 \pinellascounty-fl.gov\pcgl  
 Plan\_Dept\USERS\Autocadd\  
 Apps\Sandra\_MPO & PLN\  
 afatalmapunofficial\  
 2021unofficialfatalmap

